

COME and SEE
COTTAM
AND
COMPANY'S
NEW STOCK
FOR
AUTUMN WEAR.

The Hongkong Telegraph.

ESTABLISHED 1881.

"OPAL."
IN THE TONNET.
"ODOL."
THE MEDICAL HALL,
DEUTSCHER APOTHEKER,
70, QUEEN'S ROAD CENTRAL,
HONGKONG.

NEW SERIES No. 476 日六十月九年二十二緒光

THURSDAY, OCTOBER 22, 1896.

四拜禮 號二十二月十英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$6,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. McCORMICK, Esq., Chairman.
St. C. MICHAELSON, Esq., Deputy Chairman.
Hon. J. J. Bell-Irving, Esq.
G. B. Dodwell, Esq.
M. D. Eschke, Esq.
R. M. Gray, Esq.
J. Kramer, Esq.
R. L. Richardson, Esq.
ALEX. ROSS, Esq.
D. R. Sassoon, Esq.
R. Shewan, Esq.
N. A. Sloba, Esq.

CHIEF MANAGER:
HONGKONG—T. JACKSON, Esq.
SHANGHAI—J. P. WARD, Esq.
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED
ON CURRENT ACCOUNT at the rate of 2 per cent.
per annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.
T. JACKSON,
Chief Manager,
Hongkong, 8th October, 1896. [31]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.
INTEREST ON DEPOSITS is allowed at 3 1/2 per
cent. per annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 per cent. per annum.
For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager,
Hongkong, 1st August, 1895. [32]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.
CAPITAL PAID-UP \$800,000
RESERVE LIABILITY OF SHARE
HOLDERS \$800,000
RESERVE FUND \$350,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the rate of 2 per cent. per
annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.
" " " 6 " " " 3 1/2 " "
" " " 3 " " " 3 " "
T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 19th October, 1896. [53]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital \$1,000,000
Subscribed Capital \$500,000
HEAD OFFICE—HONGKONG.
Court of Directors:
D. Gillies, Esq.
H. Stollerfoht, Esq.
Chan Kit Shan, Esq.
Chow Tung Shang, Esq.
Kwan Hoi Chuen, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per cent.
Hongkong, 23rd October, 1895. [7]

CARBOLINEUM-AVENARIUS

Used for 20 YEARS.
With the Utmost Success.
Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot and Dampness.
Sole Agents for China,
SCHEELE & CO.
Hongkong, 15th May, 1896. [82]

Insurances.

EMPRESS ASSURANCE CORPORATION, LIMITED.

FIRE AND MARINE.
WE have this Day been appointed
AGENTS, and are prepared to accept
RISKS at CURRENT RATES.

HOLLIDAY, WISE & Co.
Hongkong, 28th April, 1896. [742]

THE MANCHESTER FIRE ASSURANCE COMPANY.

ESTABLISHED A.D. 1804.
CAPITAL \$2,000,000
TOTAL FUNDS AND SECURITY \$2,450,051
NET ANNUAL FIRE PREMIUM \$757,478

HAVING been appointed AGENTS of the
above Company we are prepared to
accept EUROPEAN and CHINESE RISKS
at CURRENT RATES.

HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 2nd January, 1896. [1474]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.
Hongkong, 28th May, 1895. [134]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,
(LIMITED.)
CAPITAL, TAELS 600,000 \$833,333-33
EQUAL TO \$1,000,000
RESERVE FUND \$318,000.00

BOARD OF DIRECTORS.
LEE SING, Esq. LO YUEN MOON, Esq.
LUI TAO SHUN, Esq.

MANAGER—HO AMEI.
MARINE RISKS ON GOODS, &c., taken
at CURRENT RATES to all parts of the
World.

HEAD OFFICE, 8 & 9, PRINCE STREET.
Hongkong, 19th December, 1895. [147]

NOTICE.

THE MAN ON INSURANCE COMPANY,
LIMITED.
CAPITAL SUBSCRIBED \$1,000,000

The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on Goods,
&c. Policies granted to all parts of the world
payable at any of its Agencies.

CHAU TSEUNG FAT,
Secretary.
HEAD OFFICE,
No. 4, QUEEN'S ROAD WEST.
Hongkong, 24th May, 1896. [247]

Masonic.

VICTORIA CHAPTER.

No. 525, E.C.
A REGULAR CONVOCACTION of the
above CHAPTER will be held in the
FREDERICKS HALL, Zealand Street, on
SATURDAY, the 24th instant, at 8.30 for 9 p.m.
precisely. Visiting Companions are cordially
invited to attend.
Hongkong, 21st October, 1896. [1618]

FOR SALE.

The Belgian "100 A" Iron Screw Steamer
"ANVERS,"
2,586 Tons Reg. Gross, 1,996 Tons Reg. Net.
Lying in Hongkong Harbour.
For Particulars, apply to
LAUTS, WEGENER & Co.,
Agents for
CAPTAIN & OWNERS.
Hongkong, 22nd September, 1896. [1484]

Intimations.

PENINSULAR AND ORIENTAL STEAM

NAVIGATION COMPANY.

FOR	STRAMERS	CAPTAINS	TO	REMARKS
JAPAN	Arcones	W. D. Madsen	Nose, 23rd Oct.	(Freight or Passage, Passing through the Inland Sea.)
JAPAN, &c.	Aden	R. E. L. Hill, R.N.R.	About 30th Oct.	(Freight or Passage, Passing through the Inland Sea.)
SHANGHAI	Ravenna	E. Suet	About 1st Nov.	Freight or Passage.
LONDON	Ceylon	J. R. Lendon, R.N.R.	About 2nd Nov.	Freight or Passage.
LONDON	Manila	R. L. Haddock, R.N.R.	About 12th Nov.	Freight or Passage.

For Further Particulars, apply to
H. A. RITCHIE, Superintendent.
Hongkong, 19th October, 1896. [431]

SAINT RAPHAEL WINE.

A STRENGTHENING,
DIGESTIVE TONIC WINE.
ESTD. 1864.
Prescribed for Bronchitis, Malaria, and during
convalescence.
CALDBECK, MACGREGOR & Co.,
SOLE AGENTS.
Hongkong, 10th October, 1896. [9]

THE HONGKONG BUTCHERY. VEAL SAUSAGES.

25 CENTS PER POUND.
J. TATAM,
PROPRIETOR.
Hongkong, 1st September, 1895. [140]

MEALS

AT THE HOTEL

Breakfast 12.00
Dinner 15.00
Supper 10.00
All 3 Meals 45.00

BELDAM'S PATENT COMPOUND METALLIC ELASTIC ENGINE PACKING.

THE BEST OF ALL PACKINGS.
REDUCES FRICTION TO A MINIMUM.
RESISTS ALL TEMPERATURES.
SHIPS' STORES OF ALL KINDS.
BEST QUALITY, CHEAPEST PRICES.
SHIPS UPHOLSTERY A SPECIALTY.
LANE, CRAWFORD & CO.
SHIPCHANDLERS, &c., &c.,
PRINCE CENTRAL.
Hongkong, 24th September, 1896. [574]

FOR SALE.

G. H. MUMM & CO'S CHAMPAGNE.
In cases of 2 doz. plants \$35 per case.
do 1 " " " \$33
SHEWAN & Co.,
Agents.
Hongkong, 25th June, 1896. [1804]

W. POWELL & CO.

NEW STOCK OF
LADIES' AND CHILDREN'S
MANTLES AND JACKETS.
OPERA CLOAKS, FUR-LINED CLOAKS.
W. POWELL & CO.
Hongkong, 17th October, 1896. [1009]

Intimations.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.

SOLE EASTERN AGENTS FOR
THE ALUMINIUM AND GENERAL FOUNDRY CO.
NEW WIRE WOVE ROOFING CO.
SNOWDON'S SON'S & Co. "SNOWDRIFT."
FRASER & CHALMER'S MINING MACHINERY (Malay Peninsula).
GEIPEL'S STEAM TRAP.
LEWIS BERGER & SONS, LIMITED, PAINT MANUFACTURERS.
TURTON BROS. & MATHEWS STEEL GOODS.
Hongkong, 15th October, 1896. [30]

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS COMPANY, LIMITED, LONDON,
PIONEERS OF THE ASBESTOS TRADE.
Contractors to H.M. Government, and the Principal English, Indian, Colonial and Foreign
Railways, including the Imperial Railways of Japan.
MANUFACTURERS OF
The Best Qualities of ASBESTOS and RUBBER GOODS for the VERY HIGHEST PRESSURES.
Cheaper Qualities for Low Pressures.
The "VICTOR" METALLIC PACKING has been adopted by the Lords of the Admiralty
for use throughout Her Majesty's Navy.
The "VICTOR" METALLIC JOINTING MATERIALS for Steam and Hydraulic Joints,
Manhole and Mudhole Doors, &c., are also used on every Battleship, Cruiser, Gunboat, Torpedo-
boat and Transport in H.M. Service.
"SALAMANDER" Non-conducting Composition for Boilers, Hot-water Tanks, Pipes, &c.
IN TWO QUALITIES.
SPECIAL QUOTATIONS FOR QUANTITIES.
SUPERINTENDENT THOS. SKINNER.
DODWELL, CARILL & Co.,
General Agents.
Hongkong, 15th October, 1896. [1030]

CANADIAN RYE
WHISKY.

TRADE MARK.
YUEN WO.
Per Case of 1 Doz. ... \$12.00
TELEPHONE, No. 135.

GANDE PRICE & CO., WINE AND SPIRIT MERCHANTS, No. 12, QUEEN'S ROAD CENTRAL. Hongkong, 14th October, 1896. [430]

MOUNT AUSTIN HOTEL.

1,400 FEET ABOVE SEA LEVEL.
TELEGRAPHIC ADDRESS, "EXCELSIOR," HONGKONG.
A. B. C. Code.
No. 35.
THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN
QUEEN'S ROAD.
TIFFIN AT 1 P.M. DINNER AT 8 P.M.
ARRANGEMENTS can be made for TIFFIN or DINNER PARTIES in
PRIVATE DINING-ROOMS.
For further Particulars apply to
THE MANAGER,
MOUNT AUSTIN HOTEL.
Hongkong, 27th July, 1896. [158]

A RISING YOUNG MAN ALWAYS DRINKS
RAINIER BEER.

IF YOU WISH TO RISE ABOVE STRONG DRINKS TRY
IT AND YOU WILL BE HAPPY IN THIS WORLD.

"THE RISING YOUNG MAN"
SEATTLE BREWING AND MALTING CO.,
HONGKONG BRANCH,
ICE HOUSE LANE.
F. BISHOP,
Acting Manager,
Hongkong, 11th September, 1896. [1576]

W. BREWER & CO.

JAPANESE HAND-PAINTED CHRISTMAS CARDS.
CHINESE-RICE PAPER CHRISTMAS CARDS.
LETTS' DIARIES 1897.
ANGLO-CHINESE DATE BLOCK 1897.
NEW GOODS FOR PRESENTS.
QUEEN'S ROAD, HONGKONG.

THE PHARMACY.

HAVE NOW A LARGE ASSORTMENT OF ATKINSON'S PERFUMES AND ARE SOLE
MANUFACTURERS OF
WHITE HEATHER BOUQUET.
Sole Agents for VIN PASTEUR the great French Merve Tonic.
Also Sole Agents for the new well-known JAPANESE TABLE WATER
TAN SAN.
FLETCHER & CO.
and
CARMICHAEL & CO.

Intimations.

IASTRAM'S PATENT GOLDEN MEDAL PETROLEUM ENGINES

OF 2 TO 12 H.P.
FOR FACTORIES AND LAUNCHES.
WORKED BY ORDINARY PETROLEUM.
Consumption of Petroleum 1 lb. per H.P. and Hour
A Working Stationary Engine and a Launch with a 4 H.P.
Engine will be shown and full particulars be given on application.
SCHEELE & CO., HONGKONG,
SOLE AGENTS FOR THE EAST.
47) NO PROFESSIONAL ENGINEER REQUIRED.

THE CLUB HOTEL, 5, BUND, YOKOHAMA.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervi-
sion of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT
Experienced English matron in attendance.
The Hotel steam-launch, with European Agent, attends arrivals and departures; every
assistance given in clearing luggage and affording information. Passengers are met at the
Railway Station.
VISITORS have the option of messing either in Tokyo or YOKOHAMA, without extra
charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER
on the Premises.
Certified Guides are in attendance at both Hotels.
THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.
E. V. SIOEN, Manager, YOKOHAMA. | L. DEWETTE, Manager, TOKYO. [109]

HOTEL METROPOLE, 1, TSURUJI, TOKYO.

Intimation.

W. BOFFEY & CO.
TAILORS.

2, D'AGUIAR STREET.

Have an entirely NEW STOCK of WOOLLENS to suit the Present and Coming Season.

Consisting of—

FANCY SUITINGS, DRESS, FROCK and MORNING COAT SUITINGS, ULSTER and
OVERCOATINGS, BREECHES and RIDING MATERIALS in variety.

FANCY VESTINGS, TATTERSALLS and others.

Hongkong, 21st October, 1896.

Today's
Advertisements.

POSTPONEMENT.

NOTICE.

THE ANNUAL GENERAL MEETING of the MEMBERS of the HONGKONG BRANCH of the NAVY LEAGUE will be held (by permission) in the Chamber of Commerce, CITY HALL, TOMORROW (FRIDAY), the 23rd October, at 5 P.M.

By Order,

E. W. MITCHELL,
Hon. Secretary.

Hongkong, 22nd October, 1896. [1635]

TENDERS.

FOR RENEWALS and REPAIRS to the British flag ship "WEST YORK" will be received at the Office of the Undersecretary up to Noon of 24th October.

The vessel has arrived here damaged, and requires NEW MASTS, YARDS, and JIB-BOOM, all Standing and Running Gear, and a full set of SAILS complete. Two Lower Masts and two Lower Yards to be of IRON. Also Repairs to BULWARKS, STERLING GEAR, BOATS, RAILS, WINDLASS, &c. Also Repairs to BULWARK PLATES and SHEER PLATES. The vessel also requires Docking for the Examination of Bottom.

For Particulars apply to the Undersecretary, or to the Captain on board, who do not bind themselves to accept the lowest or any Tender.

DODWELL, CARRILL & Co.,
Agents.

Hongkong, 22nd October, 1896. [1632]

THE CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND SINGAPORE.

THE Company's Steamship

"HYSON" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersecretary before Noon on the 18th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on WEDNESDAY, the 28th instant, at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 28th instant, will be subject to rent.

Bills of Lading will be countersigned by HOLLIDAY, WISE & Co., Agents.

Hongkong, 22nd October, 1896. [1633]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.

THE Company's Steamship

"HALOONG," Captain Sunday, will be despatched for the above Ports on SUNDAY, the 25th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAIRRAIK & Co., General Managers.

Hongkong, 22nd October, 1896. [1635]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"KWEIYANG," Captain Outerbridge, will be despatched as above on MONDAY, the 26th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 22nd October, 1896. [1636]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, AFRICA, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship

"MIRZAPUR," Captain E. G. Andrews, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 5th November, at Noon, taking Passengers and Cargo for the above Ports. This steamer connects at Bombay with the S.S. *Peninsular*, leaving that Port on the 28th November, for London direct.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent.

Hongkong, 22nd October, 1896. [1637]

Today's
Advertisements.

FOR SALE.

HANDSOME FIRST CLASS MICROSCOPE—NIXON MODEL—with all Optical Accessories, Chemicals and Apparatus necessary to study or research in any department of Microscopic Science; together with a number of Works on Microscopy and Correlative Subjects—Price, \$350.

Can be viewed on application at THE HONGKONG DISPENSARY.

Hongkong, 22nd October, 1896. [1631]

Intimations.

DAKIN, CRICKSHANK & COMPANY, LIMITED, VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures. Special terms to HOTELS, CLUBS, MEN'S and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 21st May, 1896. [1627]

NOTICE.

WE have THIS DAY established ourselves in this Port as GENERAL IMPORT and EXPORT MERCHANTS.

COLLINS BROS., No. 39, Queen's Road Central, Hongkong, 10th October, 1896. [1634]

JUST RECEIVED.

A SHIPMENT "WAVERLEY" BICYCLES.

Highest of all High Grades.

COLLINS BROS., Agents, No. 39, Queen's Road Central, Hongkong, 10th October, 1896. [1635]

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRITS.

ALL these are selected by our London House,

bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best goods at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the DISPENSARY before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of every superior Vintage. All are true Xeres Wines.

CLARET.—Our Claret, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currants, as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure COGNAC, the difference in price being merely a question of age and vintage.

WHISKEY.—All our Whiskey is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKEY marked "B" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our WINE and SPIRITS to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & CO., LD., THE HONGKONG DISPENSARY, Hongkong, 19th September, 1896. [1638]

MARRIAGE.

On the 21st instant, at Union Church, Hongkong, by the Rev. G. J. Williams, THOMAS HENRY KINGSLAY, to ELIZABETH MAUD BUXTON. No Cards.

The Hongkong Telegraph

HONGKONG, THURSDAY, OCTOBER 22, 1896.

NOTES AND COMMENTS.

We note with pain the statements of the Reverend Mr. Ross with reference to the doings of a French Catholic Bishop in Manchuria; but as the newspapers in the North indicate that legal proceedings are about to be taken by the Rev. Prelate it is impossible for us to discuss the merits of the case on either side. We hope that the result of the investigation will be such as to exculpate the Catholics and at the same time as will enable the Rev. Mr. Ross to show that his statements were not made without some justification on his part. As to the alleged disputes and quarrels between Protestant and Catholic Chinese in our neighbourhood, we are making inquiries with a view to ascertain, first, whether any such quarrels and disputes have in fact taken place; secondly, whether, if they have, they have had their origin in religious differences, or have arisen out of other causes. There may be differences between members of different sects on matters not at all religious in their character, and this is the more probable in China, where the division into families and clans is so very marked and quarrels so frequent. It often happens that of two neighbouring villages, one may have attached itself to one religious organisation and the other to another. If these villages fall out and fight, it may be in respect of disputed boundaries, or of injuries to cattle or otherwise, and although it may be correctly described as a row between opposing sects, it may in fact have nothing to do with religion.

We note again, with disgust, the entire cessation of work at those sections of the Praya Reclamation from Pottinger Street to New Pedder's Wharf. Nothing is being done. After the last outcry about the offensive smells some earth was thrown in and a few of the more objectionable pools of filth were filled up, but no progress of any kind has been made for at least a month. We hear, too, we hope it is not true, that the Administration have given up the further prosecution of the work by contract and, wherever possible, are substituting measurement work. This method of putting through any description of work, public or private, is most objectionable. It is particularly to be condemned in connection with Government work. It opens the door to all sorts of frauds. The measurements cannot be carried out by the superior officers of the Department. Work must be measured before it is covered up. It is almost a daily task, if it is to be done effectively. It must therefore be left to ill-paid subordinates, and the Chinese are perfect adepts at corruption in every possible shape and form. All Government work should be done by contract, and we believe that such is the rule laid down by the Colonial Office for observance in all Colonies.

With reference to the article published in our last issue in which attention is called—for the first time, we believe, in a comparative form—to the deficiencies of our modern men-of-war in what we take the liberty of calling "end-on" fire, a word or two about the last trio of battleships turned out for the United States Navy may not be amiss. Each of these vessels is armed with four 13" guns, eight 8" guns, and four 6" guns, to say nothing of quick firers. Of these, two 13" four 8" and two 6" guns are so mounted as to fire right ahead and the balance right astern. The two 13" are mounted in a heavily armed turret right amidships, the four 8" in two turrets arranged on either side of the main turret and raised above it, and the 6" guns fire from turrets at the external angles of the central citadel. There is no vessel in our Service, at home or abroad, that can deliver, direct in the line of her movement, so heavy a discharge. Neither is there, we believe, in any other navy at the moment any vessels so powerfully equipped in that respect as the *Indiana* and her sister-ships under the Stars and Stripes.

REUTER'S MESSAGE.

TURKEY AND THE POWERS. LONDON, October 20th. Reports circulating in Paris and Berlin fore-shadow the joint diplomatic action of Great Britain, France and Russia to secure the opening of the Dardanelles to foreign warships, the Sultan's personal protection and the integrity of his dominions being guaranteed. It is added that the Sultan being adverse to the proposal, a European Conference will be necessary.

LOCAL AND GENERAL.

CROP prospects have greatly improved in Siam lately.

M. DIFRANCE, French Minister, left Bangkok on the 10th instant in the *Aspie* for a short visit to Cochinchina and Cambodia.

The death is announced in Bangkok papers of Peh Lee Chai (Pha Yee). He was reputed to be a very rich and owned three rice-mills in Bangkok.

The U.S.S. *Olympic*, carrying the flag of Admiral F. V. McNeil, left Kobe for Chiofoo on the 19th instant. It is on the cards that she will be down here next month.

The Hongkong Regiment are erecting more barracks, though why these full and expensive buildings should be required in addition to their new barracks we fail to comprehend. If the barracks accommodation is insufficient, why not erect substantial buildings at once instead of makeshifts which will probably be blown down by the first typhoon that happens along next year.

AT four o'clock this morning Mr. L. Noronha, who lives at 11, Remedios Terrace, was awakened by a crackling noise. He went downstairs to see what was the matter and then the roof of the house fell in. The bed on which Mr. Noronha had been lying was smashed to atoms, so that he had a very narrow escape of being killed. To white ants and dry-rot are attributed this incident.

THE fruit stalls in the Central Market have assumed a very striking appearance owing to the fetching display of autumn fruits that have lately come in season. Oranges can be obtained, but are of recent green and poor in flavour. The Chefoo grapes are excellent, both in quality and size, unusually large bunches being obtainable. The water pomegranates are now in its prime and has a flavour midway between the apple and melon.

LIEUT. GENERAL KAWAKAMI and his suite, who are going to visit Formosa shortly, intend to proceed to the Pescadores after staying about three weeks in Formosa. The party is then expected to visit Amoy, Hongkong, Singapore, and Annam for the purpose of making certain investigations. The *Mainichi* states that the investigations are connected with colonization questions as well as military considerations. On their way home they are expected to call at the Philippine Islands.

As will be seen by the report of the proceedings of the Sanitary Board published in another column, there is very little likelihood of any further trouble with the night-soil coolies. His Excellency the Governor having decided that so long as the men are registered and use buckets with light-fitting covers the rest of the regulations which resulted in the recent strike are not to be enforced. This means that the coolies can use the old buckets so long as they have good covers and that the "Committee of Twelve" will be dissolved.

THE D. D. R. steamer *Horitha*, Captain Hildebrandt, which arrived at Yokohama on the 10th instant, reported having left Hongkong on the 2nd instant and had strong easterly winds to Chapel Island. On Saturday noon, the 3rd, she was struck by a heavy squall, which increased to typhoon force and lasted for 24 hours. During this time heavy seas were washing over the vessel, doing some damage. On Monday (5th) it moderated considerably and veered to the E.S.E.; in the evening passed Formosa. The sky was cloudy and after night set in it rained a perfect deluge, continuing up to Tuesday morning (6th), when it moderated and began to clear up, the wind, however, keeping in the same direction, E.S.E., and the sea going down. Took the watches off forward to examine cargo below and to our surprise found that a quantity of water had got in through one of the six ports being broken; the crew, however, soon got out the two feet of water which had got into the between-decks. At 11 o'clock a.m. same day, sighted a small open boat drifting; we were then 200 miles from land. Having altered our course we soon found that the boat contained some living people on board, five in number, and as far as we could ascertain, they had been blown off in a typhoon and had been without food or water for five days. We got them on board and carefully attended to them and brought them on to Yokohama, where we delivered them over to the authorities. This, says the *Yokohama Herald*, is the second time Captain Hildebrandt in the *Horitha* has rescued castaway fishermen in Eastern Seas.

Tax Nippon Yusen Kaisha's chartered steamer *Knight of St. John* arrived here this morning from Bombay. She brings news of the outbreak and spread of the plague in that famous Indian resort. It appears from files of the *Times of India* that several days elapsed before the authorities knew what disease it was that was carrying off scores of people daily, and the papers even reported the progress of the disease under the headline "The Prevailing Fever." After a while Dr. N. F. Sweeney, a "well-known bacteriologist," as the *Times of India* do him, declared it to be bubonic plague, and then everybody said it was bubonic plague, and the papers said so, and it was telegraphed to the uttermost parts of the earth that bubonic plague was decimating the population of Bombay. Strange to say, however, although there have been several visitations of plague in various parts of India a great amount of nauseating, grossly misleading and foolish twaddle was published in the Bombay papers about the "prevailing fever," of which the following, which is a portion of the report of an interview with the aforesaid "well known bacteriologist," is a very fair sample:—"I think the plague has been imported probably from Hongkong or some other Chinese port. It might be said that the plague there broke out as far back as the year 1894; but it must be remembered that plague, when they have taken a firm root, are never easily eradicated and that the last of these cases had been heard of in Hongkong until about the last year (1895) when it was said to have been finally successfully eradicated. It had been proved in respect of the cholera cases that occurred in Glimby that the first man who contracted the disease was the one who was employed in cleaning a dirty ship, which had arrived there from Hamburg; where the cholera prevailed about a year previous to the occurrence of the cholera in Glimby. The first case of cholera was traced to the vessel having been at Hamburg, and it could in the same way be argued that the germs from the last remnants of cases in Hongkong and other places in China, might have been brought to Bombay, and that they must have gathered strength from the insular condition of the drains in the particular locality where the plague has now broken out."—Will not some good Samaritan be kind enough to forward to this ill-informed bacteriologist copies of the reports of the plague epidemic here in 1894 in order that he may find out some interesting facts about the incubation period? how to fight the plague, and how Dr. Yersin and Professor Kitazato discovered the bacillus of plague. Surely he can't be too old to learn.

MEMORANDA.

TO-MORROW, 23rd October.

An Interim Dividend of 4 per cent. on shares of the Wanchai Warehouse and Storage Co., Ltd., will be paid to-day.

5 p.m.—Meeting of the Navy League, Hongkong Branch, in the Chamber of Commerce Rooms, City Hall.

SATURDAY, 24th October.

Tenders for renewals and repairs to the British barque *West York*, will be received at Messrs Dodwell, Carrill & Co.'s office up to noon.

9 p.m.—Meeting of Victoria Chapter.

SANITARY BOARD.

A meeting of the Sanitary Board was held this afternoon. Mr. F. A. Cooper (Director of Public Works) presided, and there were also present Dr. F. H. Clark (Medical Officer of Health), Dr. Ayres (Colonial Surgeon), Mr. F. H. May (Captain Superintendent of Police), Mr. N. H. Kide, and Mr. Hugh McCallum (Secretary).

MINUTES.

The minutes of the last meeting were read and confirmed.

THE NIGHTSOIL DIFFICULTY.

A petition from a number of night-soil coolies was read. It set forth that the petitioners observed that the Board had framed six regulations, viz:—

(1) That nightmen be registered.

(2) Licenses be applied for.

(3) Buckets be applied for.

(4) Night-soil to be removed once every day.

(5) Night-soil to be removed between 1 a.m. and 7 a.m.

(6) The nightmen to be under the supervision of a Committee of twelve.

Petitioners state they are willing to abide by four of these rules, viz Nos. 1, 3, 4 and 5, but as regards No. 2 it is pointed out that the Board's buckets weigh 15 catties and are not so handy, neither do they hold as much as the old buckets. By the use of the old buckets dirt and labour would be saved. Petitioners therefore pray that the old style of bucket, with a close-fitting cover to prevent the escape of offensive smells, may be ordered and if 10 petitioners will apply for them, Petitioners also pray that the regulation as to supervision by a Committee be cancelled. They admit that they ought to work hard, but are afraid that they may sometimes have important affairs of their own to attend to or may be hindered from working by illness and they therefore pray that they may be allowed to find substitutes and that holders of licenses may accompany them without Night Buses to show such substitutes when they have to call for nightsoil.

With regard to supervision, petitioners submit that whilst going about their work they are under the supervision of the Police, District Watchmen, and the community generally and in particular the occupier of each house visited. This supervision is already rigorous, so if a Committee of Twelve is appointed to look after them they are afraid that their members will rely on their authority to extort money from them under false pretences. Wherefore they pray that this regulation may be cancelled. Finally, petitioners pray that their petition be submitted to His Excellency the Governor.

MINUTE BY THE COLONIAL SECRETARY.

The Colonial Secretary attached to the petition (when forwarding it to the Governor) the following minute:—

When the night-soil coolies came to my office a few days ago they advanced the following reasons for regarding the new buckets as unsuitable:—

(1) The buckets now used by them hold twice as much as the new buckets, so that if they have to carry the latter they will lose time and labour.

(2) The new buckets being wider at the top than at the bottom and the iron rings on either side for a rope to pass through being situated low down it will be almost impossible to carry the buckets steadily. It will therefore be difficult to avoid spilling the contents of the new buckets which may involve punishment or fine.

(3) The top of the new buckets, unlike the buckets now in use, does not afford convenient space for carrying conveniently or safely a small bucket containing water for cleaning purposes.

(4) The new buckets are heavier than the buckets now in use, being about 15 catties whilst the latter weigh 5 or 6 catties, which means that they will have to carry a heavier bucket than the one they now use, though the former actually holds less than the latter.

(5) In conclusion the coolies stated that if they are allowed to continue the old pattern of buckets they will undertake to have the lids perfectly airtight and the buckets painted.

(6) I understand that the chief object of the new regulations is to secure airtight lids, but before Your Excellency comes to a decision I recommend that the reasons advanced by the coolies be referred to the Sanitary Board for report.

THE SANITARY BOARD'S OPINION.

The Secretary of the Board in reply to the Minute of the Colonial Secretary reported at great length. He stated the new buckets were of three sizes—18, 17 and 13 pounds when empty and when full of water 22½ lbs, 20½ lbs and 16½ lbs respectively. The old buckets weighed 12½ lbs and when full of water 17½ lbs. The allegation that the old held twice as much as the new is false. The shape of the new bucket does not affect its stability when being carried. Water for cleaning can be easily carried on the top of the new buckets. The Board consider the continued use of the old buckets detrimental to the sanitation of the city. The old buckets absorb matter, their lids do not fit well, and in many ways are very unsatisfactory. It is not compulsory for the men to use the Board's bucket, only that buckets used must be approved by the Board, and persons desirous of using other buckets than those of the new pattern should communicate with the Board. 316 nightmen had already (on 9th instant) registered, but out of 190 carriers who went to the conservancy house on the Saturday previous only 24 had buckets of the approved pattern.

THE GOVERNOR'S DECISION.

The Colonial Secretary wrote to the Board under date 12th October:—

"With reference to your letters Nos. 176 and 177 of the 9th instant I am directed to inform you that His Excellency the Governor approves of the Board's recommendation for the repeal of the regulations under clauses 2 and 3 and 9 of the additional By-laws made on the 18th October 1891 under Section 13 of Ordinance 24 of 1887."

"With regard to Clause 5, His Excellency is of opinion that all that is necessary is that the buckets should be made of wood and be provided with light-fitting covers, and sees no necessity for increasing their weight or decreasing their capacity."

"The Assistant Registrar General has been directed to convey His Excellency's decision to the nightmen."

Copy of a letter, dated 10th October, addressed to the Colonial Secretary by the Board asking the exact nature of His Excellency's desires referred to in the concluding paragraph of the letter of the 12th and the precise terms of the information conveyed to the nightmen by the Assistant Registrar General was also read. No answer to it is forthcoming yet.

On the motion of the President seconded by the Colonial Surgeon, it was resolved to revoke by-laws 8 and 9.

THE DISINFECTING APPARATUS.

The Medical Officer of Health called attention in a letter to the dilapidated condition of the wooden building in High Street containing the steam disinfecting apparatus and of the fencing surrounding it. In view of the necessity for extensive repairs he suggested that the Board should forward to the Government a recommendation that the machinery should be removed to Kennedy Town or to some other more suitable site.

The Colonial Surgeon said an idea had got about that the disinfecting station was a great nuisance and that it created an awful stink. He had been explaining that the station had been within ten yards of the hospital sisters' quarters during the last five years and close to Caine Road. There was a very small amount of smoke and the place was absolutely inoffensive. It was resolved to forward the Medical Officer of Health's letter to the Colonial Secretary with the request that he receive the favourable consideration of His Excellency the Governor.

CHOLERA AT SINGAPORE.

The Colonial Secretary at Singapore forwarded a return of cases of cholera at Singapore. From the 22nd to the 20th inst. there were thirty cases of which were twenty-one died and from the 20th to the 6th inst. there were forty-four cases, of which twenty-nine were reported after death.

SMALL-POX ON STEAMERS.

Dr. Jordan, Port Health Officer, reported that on the afternoon of the 15th inst. a Japanese steamer on board the *Miki Maru* was found to be suffering from small-pox. He was removed to the hospital and instructions were given for the disinfection of the ship and she was allowed to proceed at once to Kobe. The Health Officer also reported a case of small-pox on board the *Emuichik* from Yokohama. The vessel was placed in quarantine on the 12th inst.

MORTALITY STATISTICS.

For the week ended 10th October the death rate was 29.9 as compared with 22.7 for the corresponding period of last year.

ANY TRIUMPH.

The Board adjourned until next Thursday week.

THE MILITARY FUNERAL.

The funeral of the late Major G. K. Moore, of the Army Pay Department, which took place yesterday afternoon, was a most impressive military spectacle.

Shortly after 4 p.m. the procession left the Royal Artillery Barracks, led by a large firing party consisting of 200 men of the Rifle Brigade, marching with reversed arms and commanded by Major A. R. Pemberton. The Band of the Rifle Brigade followed with muffled drums and then came the coffin, drawn by a party of men of the Rifle Brigade, on a gun-carriage, covered with the Union Jack as a pall, on which were a large number of wreaths and crosses and the helmet and sword of the deceased officer.

The coffin was attended by a group of military officers and some friends of the deceased and chief mourners. Then followed 20 men of the Hongkong Regiment, 20 of the Royal Engineers, 30 gunners of the Royal Artillery, 2

In 1836 the disease came from Pull in Marwar to Jodhpore, Ajmer and Kota in Mewar. There again its appearance followed a fatal epidemic among the rats. Men were believed to have caught the disease from rats. At Talva, where the plague first broke out during the latter half of April, all the rats died. They lay dead in streets, corners, and wall holes, and, shortly after, in May, men began to sicken, rats had died before them, and people fled from any house where a dead rat was found. (*Hida Ranken's Fall Plague*, p. 7). The disease gradually became known as *phungsi* (vide his Indian Plagues), and followed in 40 years. In 1894-95 there was an epidemic at Kasmun in the North-West Provinces, where also it followed a great mortality among the rats. (Forbes, 25.)

There is but one way of stopping this official grabbing and the consequent Colonial wars. Thus:—"Be it enacted by the Queen's Most Excellent Majesty that from this time forth not more than two persons of the same family (within the three degrees of affinity, by birth or marriage, as laid down in the Probate Act) shall hold any paid office in Her Majesty's Service, whether Home, Colonial, Civilian, Army or Navy, as and

average Protestant think you never tried to keep
abroad of the other Johnnie.
Don't lose your temper while reading "Hints
to cyclists." They are well meant, you know.

Several wounded officers, and about forty men, were likewise carried to the surgeon for assistance just at this time; and some others had breathed their last during their conveyance below. Among the latter were Lieutenant William Andrew Ram and Mr. Whipple, captain's clerk. The surgeon had just examined these two officers, and found that they were dead, when his attention was arrested by several of the wounded calling to him, "Mr. Beatty, Lord Nelson is here; Mr. Beatty, the Admiral is wounded." The surgeon now, on looking round, saw the handkerchief fall from his Lordship's face; when the stars on his coat, which also had been covered by it, appeared. Mr. Burke, the purser, and Mr. Morgan, an assistant, ran to the assistance of his Lordship, and took him from the arms of the seaman who had carried him below. In conveying him to one of the midshipmen's staterooms, they stumbled, but recovered themselves without falling. Lord Nelson then trusted, who most

His Lordship now requested the surgeon, who had been previously absent a short time attending Mr. Rivers, to return to the wounded, and give his assistance to such of them as he could

SHIPPING AND MAIL NEWS.
MAILS DUE:
 French (*Ernest Simons*) 26th inst.
 American (*Doric*) 28th inst.

THE IMPENETRABLE MAN.
THE VANISHING SHEEP.
&c., &c., &c.
Signorina FELICE. Signor ROBINI.

WARRANTS may be had on application at the OFFICE of the SOCIETY on and after that date.

By Order of the Board,
N. J. EDE,

JARDINE, MATHESON & Co.,
General Agents,
CANTON INSURANCE OFFICE, LIMITED.

THE IMPENETRABLE MAN.
THE VANISHING SHEET.
&c., &c., &c.
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CANTON INSURANCE OFFICE, LIMITED

1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	23
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Intimations.

KOPS ARE STILL RUNNING!!

14 Gold Medals Awarded in 1894 & 1895.



BRIGHT! PURE!! SPARKLING!!! Brewed and Bottled with Hops only.

SOLE AGENTS:— WATKINS & CO., HONGKONG.

52

DR. KNORR'S
ANTIPIRYNE

Patented
"LION BRAND"
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.
FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN

(Registered Trade Mark)
SOLUBLE CASEIN-SILVER PREPARATION.
Used in Glycerol in 1 to 2 per cent. solutions possess a similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.
It is recommended that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA.
BEWARE OF SPURIOUS IMITATIONS.WHYTH & MACKAY
"DOUBLE LION BRAND"

SELECTED HIGHLAND WHISKY.

PURE, MILD AND VERY CHEAP.

Sole Agents in Hongkong: ROBERT JACK & Co.,
10, Robinson Street.
Hongkong, 24th September, 1896. [1497]JUST ARRIVED
Per S.S. ALBANYA Consignment of
HAMS AND MILD CURED PORTLAND SMOKED
"COIN SPECIAL" BRAND

at 30 Cents per lb.

SPECIAL RATES for Wholesale Buyers,
Hotels, Clubs, Messes and Ships.THESE HAMS are made from selected meat
(young) cured in Hongkong, and cured with
the best granulated Sugar and with a minimum
quantity of select fine Salt. They are carefully
examined and their extra fine quality testified to
by the United States Government Officials.L. M. ALVAREZ & CO.,
Merchants and Commission Agents,
10, D'ARQUER STREET.

Hongkong, 17th October, 1896. [1608]

Consignees.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

CONSIGNEES OF CARGO per Steamship
"CITY OF PEKING".The above Steamer having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for counter-signature, and to take
immediate delivery of their Goods from alongside.Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk and
expense.J. S. VAN BUREN,
Agent.
Hongkong, 19th October, 1896. [1609]INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"SUISANG"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.Cargo impeding the discharge or remaining
on board after 4 P.M. of the 21st instant will be
landed at Consignees' risk and expense into
Godowns at East Point.No Fire Insurance will be effected.
Bills of Lading will be counter-signed by
JARDINE, MATHESON & Co.,
General Managers,
Hongkong, 20th October, 1896. [1603]

NORDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

S. S. "PREUSSEN"

THE above named Steamer having arrived,
Consignees of Cargo are hereby informed that
their Goods, with the exception of Oylum,
Treasure and Valuables, are being landed and
stored at their risk into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Company, Limited, Kowloon, whence delivery
may be obtained.Optional Cargo will go on to Shanghai unless
notice to the contrary be given before Noon
TO-DAY.No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 25th instant will be subject
to rent.All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on MONDAY, the 26th instant, at 3
P.M.All Claims must reach us before the 30th
instant, or they will not be recognised.
No Fire Insurance will be effected.
Bills of Lading will be counter-signed by
MELCHERS & Co.,
Agents.
Hongkong, 21st October, 1896. [1555]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"
Captain J. S. Roach, will be despatched for the
above Ports TO-MORROW, the 23rd instant, at
Daylight.For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers,
Hongkong, 22nd October, 1896. [1607]

NIPPON YUSEN KAISHA.

FOR SINGAPORE, COLOMBO AND
BOMBAY.

THE Company's Steamship

"IDZUMI MARU"
will be despatched for the above Ports TO-
MORROW, the 23rd instant, at Noon.For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 22nd October, 1896. [1548]CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI, VIA SWATOW.

THE Company's Steamship

"CHEFOO,"
Captain Carnaghan, will be despatched as
above TO-MORROW, the 23rd instant, at 3 P.M.For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 21st October, 1896. [1615]

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.

THE Company's Steamship

"MEMNON,"
Captain Mogridge, will be despatched as above
TO-MORROW, the 23rd instant, at 4 P.M.For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 21st October, 1896. [1614]INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"SUISANG,"
Captain Galsworthy, will be despatched as above
on SATURDAY, the 24th instant, at 3 P.M.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 20th October, 1896. [1622]

NIPPON YUSEN KAISHA.

FOR KOBE AND YOKOHAMA.

THE Company's Steamship

"KNIGHT OF ST. JOHN,"
Captain A. H. Bille, will be despatched for the
above Ports on SATURDAY, the 24th instant,
at 5 P.M.For Freight, apply to
NIPPON YUSEN KAISHA.
Hongkong, 19th October, 1896. [1618]FOR SINGAPORE, PORT SAID AND
ODESSA.THE Russian Volunteer Fleet Society's
First Class Steamship"SARATOV,"
Commander Lieutenant Cherepovitch, will be
despatched for the above Ports on or about
SATURDAY, the 24th instant.For Freight or Passage, apply to
MELCHERS & Co.,
Agents.
Hongkong, 16th October, 1896. [1602]THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.FOR LONDON,
VIA STRAITS AND USUAL PORTS OF
CALL.(Taking Cargo at through rates for GLASGOW,
LIVERPOOL, CONVENTUAL PORTS,
RIVER PLATE, &c.)

THE Company's Steamship

"KEEMUN,"
J. Barber, Commander, will be despatched as
above on MONDAY, the 26th instant, at 5 P.M.For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 21st October, 1896. [1576]

FOR NEW YORK, VIA SUEZ CANAL.

THE "Warwick" Line Steamer

"ARGVLL,"
Captain Wm. Ward, will be despatched for the
above Port on TUESDAY, the 27th instant, at
Noon.To be followed by
"MILBURN" Line Steamer
"PORT PHILLIP,"
on or about the 9th November, and
"MOGUL" Line Steamer
"MOGUL,"
on or about the 24th November.For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 19th October, 1896. [1570]CHINA NAVIGATION COMPANY,
LIMITED.FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY AND MELBOURNE.

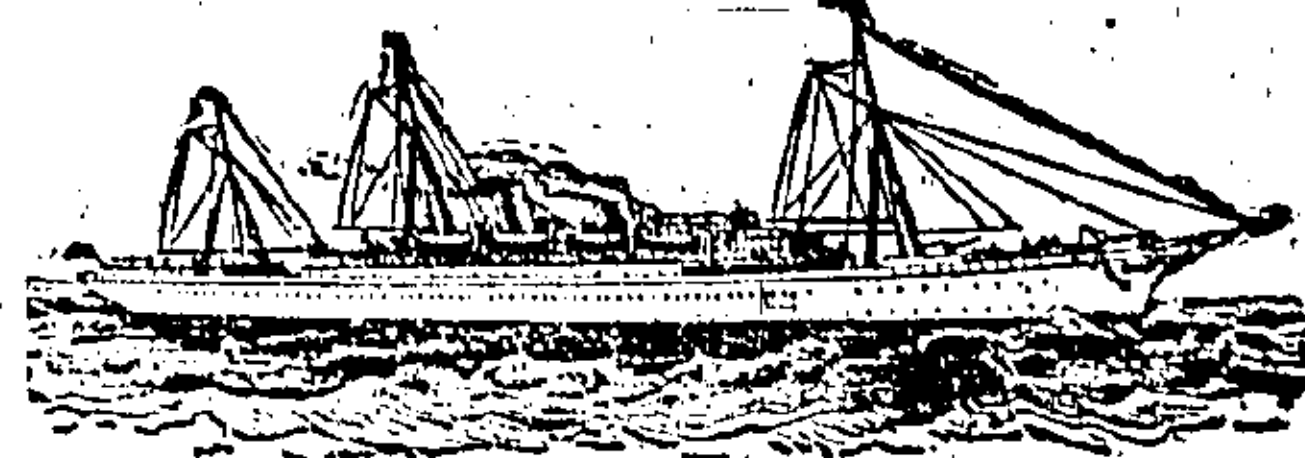
THE Company's Steamship

"CHANGSHA,"
Captain Williams, will be despatched on
WEDNESDAY, the 26th instant, at 3 P.M.The attention of Passengers is directed to the
Superior Accommodation offered by this Steamer.
The First-class Saloon is situated forward of the
Engines; A Refrigerating Chamber ensures the
Supply of Fresh Provisions during the entire
voyage.A daily qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th October, 1896. [1610]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE

1896.



1896.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 28th October.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 25th November.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 23rd December.

The magnificent Steamships of this Line pass through the famous INLAND SEA OF
JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12
DAYS, making close connection at Vancouver with the PACIFIC COAST STEAMSHIP
LINES, which leave daily, and cross the Continent
FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is
made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.Passengers Booked through to all principal points and AROUND THE WORLD. Return
tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan
Governments.CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney
Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits. Good for
9 months, £100.The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS
(the Company having received the highest award for same at recent Chicago World's Exhibition)
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the
Railway passes.THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by
the Company, and their appointments and Cuisine are unequalled.For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Parker's Street.

Hongkong, 30th September, 1896.

OCCIDENTAL & ORIENTAL
STEAMSHIP COMPANY.TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE.VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama) ... Tuesday, 27th Oct., at Noon.

Belge (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama) ... Thursday, 12th Nov., at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama) ... Sunday, 29th Nov., at Daylight.

THE Company's Steamship

"DORIC"
will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA AND YOKOHAMA, on WEDNESDAY,
the 4th November, 1896, at Noon. Connection
being made at Yokohama with Steamers from
Shanghai.Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of Steamers, and to the principal cities of the
United States or Canada. Rates may be
obtained on application.Passengers holding ORDERS TO
EUROPE have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO
GRANDE, and NORTHERN PACIFIC RAIL-
WAYS; also the CANADIAN PACIFIC RAIL-
WAY on payment of £4 in addition to the
regular tariff rate.Passengers holding ORDERS FOR OVERLAND
CITIES in the United States have, between
SAN FRANCISCO and CHICAGO, the option
of the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER and
RIO GRANDE, and other direct connecting
Railways, and from Chicago to destination the
choice of direct lines.Particulars of the various routes can be
had on application.Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Services, to European
Officials in service of China and Japan, and to
Government officials and their families.Passengers who have paid full fare, re-embark-
ing at San Francisco for China or Japan (or vice
versa) within one year, will be allowed a dis-
count of 10 per cent. This allowance does not
apply to through fares for China and Japan
to Europe.All PARCEL PACKAGES should be marked to
address in full and name will be received at
the Company's Office until 5 P.M. the day
previous to sailing.Consular invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.For further information as to Freight or
Passage, apply to the Agency of the Company,
No. 7, Praya Central.J. S. VAN BUREN, Agent.
Hongkong, 30th September 1896. [1572]F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.PRAYA CENTRAL, HONGKONG.
SOAP MANUFACTURERS.SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND BRAND,
HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR LAUNCHES
&c., &c., &c.Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 14th May, 1896. [1568]

Mails.

NORTHERN PACIFIC
STEAMSHIP AND RAILROAD
COMPANIES:

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the
very cheap rates offered by this Line
to the PACIFIC COAST and the INTERIOR
and EASTERN CITIES OF THE UNITED STATES and
CANADA and to EUROPE.HONGKONG TO LONDON \$400.
Excellent accommodation. First-class Table,
Doctor and Stewardess carried.HONGKONG TO NEW YORK \$350.
The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY and CASCADE MOUNTAINS. The
YELLOWSTONE NATIONAL PARK route. Passen-
gers to EUROPE may proceed by one of the first
class ATLANTIC MAIL LINES.HONGKONG TO TACOMA \$225.
Rates of Passage to other Ports on application.
Special rates allowed to members of Govern-
ment Services.PROPOSED SAILINGS FROM
HONGKONG.
(SUBJECT TO ALTERATION.)

Braemar 1.50 | Wednesday | Nov. 4.

Tacoma 2.50 | Thursday | Nov. 26.

Victoria 1.67 | Tuesday | Dec. 3.

Olympia 1.68 | Tuesday | Dec. 29.

THE Steamship

"BRAEMAR,"
Captain E. Porter, sailing at Noon, on WED-
NESDAY, the 4th November, will proceed to
VICTORIA (B.C.) and TACOMA (Wash.), via
SHANGHAI, KOBE and YOKOHAMA.Through Bills of Lading issued to Japan,
Pacific Coast Ports, and to Canadian and
United States Ports.Consular Invoices of Goods for United States
Ports should be in quadruplicate; and one
copy must be sent forward by the steamer to
the care of the Freight Agent, Northern Pacific
Railroad, Tacoma, Wash.Parcels must be sent to our Office (with address
marked in full) by 5 P.M., on the day previous to
sailing.For further information as to Passage or
Freight, apply to
DODWELL, CARLILL & Co.,
General Agents.
Hongkong, 19th October, 1896. [1554]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, WARSA, GENOA,
ANTWERP, BREMEN AND HAMBURG.
PORTS IN THE LEVANT.BLACK SEA AND BALTIC PORTS:
ALSO
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH AMERICAN
PORTS.THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR THE PRINCIPAL
PLACES IN RUSSIA.PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Prussia Tuesday | 10th Nov.

Sachsen Tuesday | 8th Dec.

Bayern Tuesday | 5th Jan.

Prinz Heinrich Tuesday | 2nd Feb.

Prussia Tuesday | 2nd March.

ON TUESDAY, the 10th day of November,
1896, at 4 A.M. the Company's Steamship
"PREUSSSEN," Capt. P. Wolff, with MALES,
PASSENGERS, SPECIE and CARGO, will
leave this Port as above, calling at NAPLES and
GENOA.Shipping Orders will be granted till Noon on
SATURDAY, the 7th Nov. Cargo and Specie
will be received on board until 5 P.M. on MONDAY
the 9th Nov. and Parcels will be received at
the Agency's Office until Noon on MONDAY, the
9th Nov. Contents of Packages are required.
No Parcel Receipts will be signed for less than
25 lbs and Parcels should not exceed Two Feet
Cubic Measurement.The Steamer has splendid Accommodation
and carries a Doctor and a Stewardess.
Linen can be washed on board.For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 17th October, 1896. [1555]

SAILING VESSELS.

FOR NEW YORK.

THE 3/4 A.I. American Ship

"SAINT MARK,"
Dudley, Master, will leave here for the above
Port, and will have quick despatch.For Freight, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 25th August, 1896. [1557]

FOR NEW YORK.

THE 3/4 A.I. L. 3/4 American Ship

"WILLIAM H. SMITH,"
Wilson, Master, will leave here for the above
Port, and will have quick despatch.For Freight, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 19th October, 1896. [1611]

FOR SAN FRANCISCO.

THE 100 Ar British Ship

"CLAN MACFARLANE,"
Templeton, Master, will leave here for the above
Port, and will have quick despatch.For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 9th October, 1896. [1575]

FOR NEW YORK.

THE L.L.I. American Ship

"WILLIAM J. ROTCH,"
Captain S. Lancaster, is loading for the above
Port, and will have quick despatch.For Freight, apply to
ARNOLD, KARBURG & Co.,
Agents.
Hongkong, 12th October, 1896. [1505]Printed and Published by CHESNEY
DUNCAN at No. 4, Parker's Street, in the City
of Victoria, Hongkong.